



Proposed FY 2021 – FY 2030 Capital Improvement Program Overview

PROPOSED CIP OVERVIEW

The City Manager's Proposed FY 2021 – FY 2030 Capital Improvement Program (CIP) totals \$2.10 billion, which represents a \$486.4 million, or 30.1%, increase from the Approved FY 2020 – FY 2029 CIP. The Proposed CIP represents a major revision year for the CIP, which follows a biennial development cycle. Development of the Proposed CIP included consideration of new capital projects, revised scopes and timing of existing capital projects, and significant recosting of capital projects to account for changes in the regional construction, materials, and labor costs.

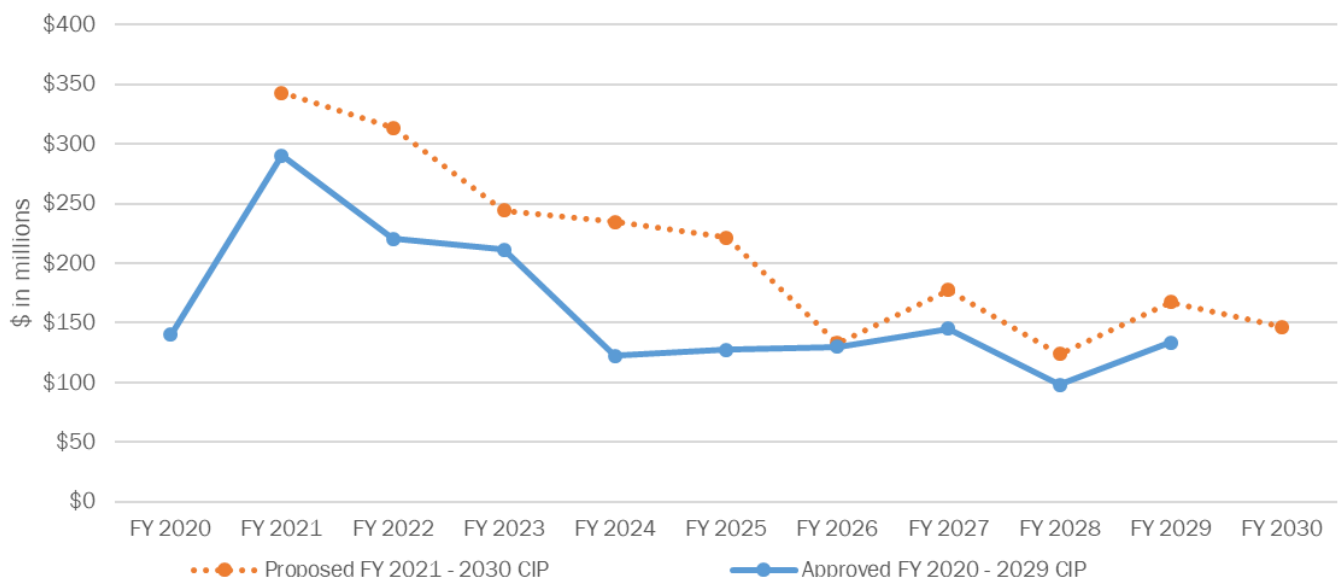
The proposed 10-year CIP reflects a 2-cent increase in the real estate tax for School and City capital projects for FY 2021, FY 2023, and FY 2025. These new tax funds would start as cash capital sources and then convert to debt service over time.

The Proposed CIP maintains the reserved 2.2 cents on the base real estate tax rate for the continuation of the City's Transportation Improvement Program (TIP) approved by City Council beginning in FY 2012 to support capital infrastructure needs and new operating costs associated with new transportation capital projects.

The Proposed CIP reflects the one percent increase in the restaurant meals tax (from 4% to 5%) that was approved by City Council beginning in FY 2019 and was dedicated to investments in Affordable Housing. For FY 2021 this equates to \$5.1 million and over the 10-year plan, this represents a \$55.8 million additional investment in Affordable Housing.

The City Manager Proposed FY 2021 – FY 2030 CIP represents a continued commitment and investment to numerous areas of critical City infrastructure, including increased investments in school facilities, maintenance of existing City assets and facilities, and continued substantial support of WMATA's capital improvement program. Each of these investments are discussed in greater detail on the following pages.

Last Year's CIP Compared to Approved CIP



Proposed FY 2021 – FY 2030 Capital Improvement Program Overview



Supporting the City Strategic Structure

The City Manager Proposed FY 2021 – FY 2030 CIP supports the City's strategic plan and structure. In the Proposed FY 2021 – FY 2030 Capital Improvement Program document, each individual project provides information on the primary City Strategic Theme that the project supports. By supporting these Strategic Themes, the City ensures that capital investments are being prioritized and balances the future capital infrastructure needs in the City with available resources.

Diversity of Capital Improvement Program Funding

The funding makeup of the City's capital program is growing increasingly diverse each year. To help organize this complexity (which also brings new opportunities), the Proposed FY 2021 – FY 2030 CIP divides revenue sources into three different types as noted below, with the table on the next page providing more detailed information.

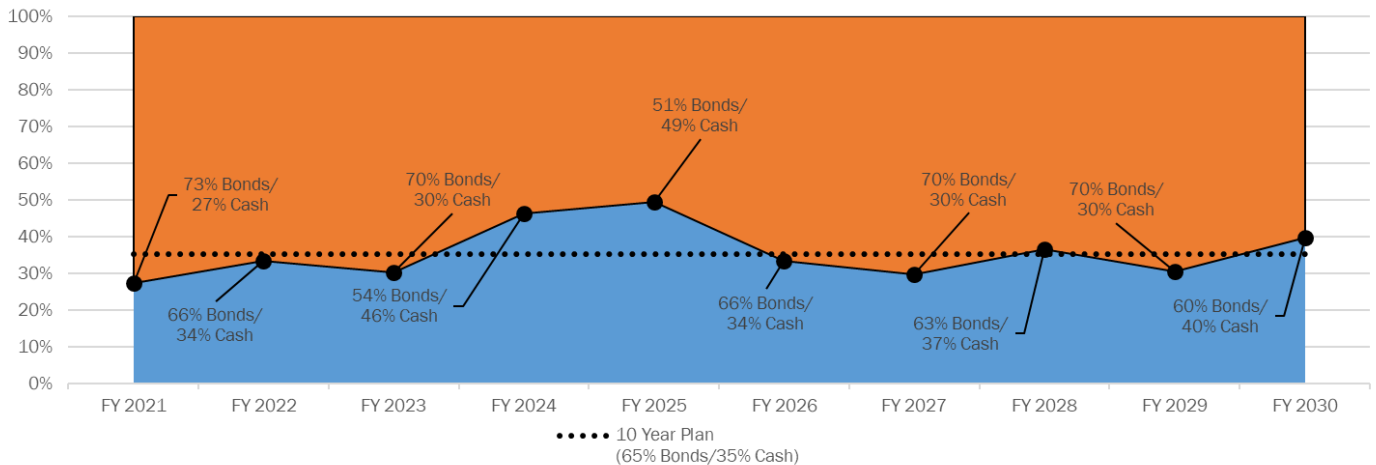
- **Unrestricted City funds (\$1.598 billion)** - Includes general cash sources and General Obligation Bond revenues for the base CIP program.
- **Restricted City funds (\$243.0 million)** - Includes both cash and General Obligation Bond revenues associated with the Sanitary Sewer Fund, Stormwater Management Fund, Transportation Improvement Program, and other targeted sources. Because these restricted revenues all have legal restrictions on their available uses, it is beneficial to discuss financing issues with them separately.
- **Non-City funds (\$262.8 million)** generally include State and Federal grants (including NVTAF funding), private developer capital contributions, and revenues from the City's telecommunication financial agreement with Comcast. These revenues are also restricted in their use.

The City's financing plan has a 35% cash / 65% borrowing structure in this year's approved 10-year plan. In the first five years of the plan when outside funding sources are more certain, the City's financing plan has a 37% cash / 63% borrowing structure.



Proposed FY 2021 – FY 2030 Capital Improvement Program Overview

Cash vs. Borrowing Sources



In municipal finance, there are no generally recognized specific mathematical benchmarks for cash capital funding. The bond rating agencies view of cash capital is positive, but the bond rating agencies do not set minimum threshold expectations. In general, the City considers having an overall CIP which is 25% cash capital from all cash sources as very healthy. Therefore, the City's 10-Year CIP cash capital level of 35% greatly exceeds the very healthy level of 25%. Individual years may fluctuate percentage shares based on type and level of project funding for specific years. This reflects the City's commitment to both execute a large dollar volume of CIP projects, but at the same time also keep its debt at reasonable AAA/Aaa levels.



Proposed FY 2021 – FY 2030 Capital Improvement Program Overview

Revenues	Approved FY 2020 - FY 2029	Proposed FY 2021 - FY 2030	Difference
Unrestricted			
Cash Sources (Including G/F Transfer) [1]	\$ 424,389,577	\$ 277,421,127	\$ (146,968,450)
Tax Rate Increase (Includes June Payment)	\$ -	\$ 12,770,256	\$ 12,770,256
G.O. Bonds	\$ 787,270,310	\$ 1,284,241,876	\$ 496,971,566
Bond Premiums [2]	\$ 4,200,459	\$ -	\$ (4,200,459)
GO Bond Interest Earnings [2]	\$ 2,500,000	\$ -	\$ (2,500,000)
Reprogrammed Prior Year Balances	\$ 525,000	\$ 5,000,000	\$ 4,475,000
Use of CIP Designated Fund Balance	\$ 7,981,000	\$ 19,000,000	\$ 11,019,000
Subtotal, Unrestricted City Revenues	\$ 1,226,866,346	\$ 1,598,433,259	\$ 371,566,913
Restricted			
Potomac Yard (Cash Sources)	\$ 2,825,726	\$ 2,542,151	\$ (283,575)
Sanitary Sewer (Cash Sources)	\$ 39,423,993	\$ 64,338,120	\$ 24,914,127
Sanitary Sewer (GO Bonds) [3]	\$ 38,350,000	\$ -	\$ (38,350,000)
Stormwater Management (Cash Sources)	\$ 32,764,004	\$ 25,486,040	\$ (7,277,964)
Stormwater Management (GO Bonds)	\$ 44,617,993	\$ 76,460,000	\$ 31,842,007
Transportation Improvement Program (Cash Sources)	\$ 15,520,766	\$ 16,610,004	\$ 1,089,238
Meals Tax Dedication for Affordable Housing	\$ 51,416,200	\$ 55,841,000	\$ 4,424,800
Pension Administrative Fees	\$ 250,000	\$ -	\$ (250,000)
Use of Equipment Replacement Fund Balance	\$ 100,000	\$ -	\$ (100,000)
Code Fund Balance	\$ -	\$ 1,700,000	\$ 1,700,000
Subtotal, Restricted City Revenues	\$ 225,268,682	\$ 242,977,315	\$ 17,708,633
Non-City			
NVTA 70%	\$ 27,328,652	\$ 2,200,000	\$ (25,128,652)
NVTA 30%	\$ 18,363,911	\$ 28,973,000	\$ 10,609,089
Other State and Federal Grants	\$ 68,393,283	\$ 190,571,574	\$ 122,178,291
Private Capital Contributions	\$ 40,165,213	\$ 37,400,000	\$ (2,765,213)
Comcast Revenues	\$ 11,501,000	\$ 3,700,000	\$ (7,801,000)
Subtotal, Non-City Revenues	\$ 165,752,059	\$ 262,844,574	\$ 97,092,515
Total, All Revenue Sources	\$ 1,617,887,087	\$ 2,104,255,148	\$ 486,368,061

Notes:

1. The City Council Approved FY 2017 and FY 2018 budgets included a total increase in the real estate tax rate of 7.7 cent, of which 5 cents of the increase was intended to support increased investment in City and Schools capital needs. Whereas previous versions of the CIP programmed this funding as cash capital, the Proposed FY 2021 – FY 2030 CIP reflects the intent to begin converting some of this revenue to debt service to accommodate the borrowing required for the Proposed CIP.
2. The Proposed FY 2021 Capital Budget identifies \$249.0 million in projects that will be financed through borrowing. However, based on staff's analysis of the projected cash flow of existing on-going projects and the planned projects scheduled to begin in FY 2020 and FY 2021, and because of on hand available bond balances, the City plans to schedule the next bond issuance contemplated in FY 2022. This analysis of on hand available bond balances also included available bond interest earnings and bond premium, which are two sources that will support a cash flow that allows the City to schedule its next bond issuance in FY 2022.
3. The Proposed CIP recommends the use of Sanitary Sewers Maintenance and Connection Fees, and Sanitary Sewer Fund Balance in lieu of additional borrowing. The current Sanitary Sewer Maintenance Fee and available fund balance is sufficient to support the City's capital program for the 10 year plan.



Proposed FY 2021 – FY 2030 Capital Improvement Program Overview

Project Categorization

The Proposed FY 2021 – FY 2030 CIP addresses four broad areas of expenditure:

- Protection of the City's investment in existing public facilities or infrastructure (physical assets) through capital maintenance or renovations;
- Planning and construction of major new public facilities and infrastructure, including new or replacement information technology systems;
- Planning and construction of major infrastructure related to the City's stormwater management systems; and
- Alexandria City Public Schools capital infrastructure needs.

The Proposed FY 2021 – FY 2030 CIP is consistent with capital plans from recent years in that it places a strong emphasis on maintaining the existing core facilities and infrastructure of the City, while utilizing new funding to provide support for projects that will provide new and expanded City facilities. This

focus is supported by the continued use of the same three-Category prioritization system used in the development of the Approved FY 2020 – FY 2029 CIP.

Similar to FY 2020, the Office of Management and Budget (OMB) categorized projects into one of three categories, as well as Alexandria City Public Schools (ACPS) funding and the City's Information Technology (IT) Plan. The Approved FY 2019 – FY 2028 CIP added three additional categories: Task Force Recommendations & Contingency Funding, CIP Development & Implementation Staff, and Affordable Housing. The distribution of funding across the different categories, IT, and ACPS is shown above. Categories are defined as follows:

- **Category 1: Asset Maintenance** – funding streams that cover an ongoing maintenance need for an existing City asset;
- **Category 2: Renovations/Existing Assets** – specific large renovation or restoration projects that are necessary cyclically or periodically, but can be scheduled for a specific time period. These projects also pertain to existing City assets;
- **Category 3: New Facilities** – projects that result in a new or expanded facility or level of service and can be scheduled;
- **Alexandria City Public Schools (ACPS)** – represents the total of all approved funding for ACPS;
- **Information Technology Plan** – projects included in the ten-year plan that are Information Technology focused;

Project Category	Total FY 2021 - 2030
Category 1 - Asset Maintenance	\$ 722,617,402
Category 2 - Renovations/Existing Assets	\$ 155,853,192
Category 3 - New Facilities	\$ 396,432,315
Alexandria City Public Schools (Category 1, 2, & 3 Projects)	\$ 530,713,900
Information Technology Plan	\$ 108,239,899
Affordable Housing	\$ 69,341,000
Reservation of Bond Capacity/Cash Capital for City/School Facilities	\$ 32,000,000
CIP Development & Implementation Staff	\$ 89,057,440
Total, All Categories	\$ 2,104,255,148

Proposed FY 2021 – FY 2030 Capital Improvement Program Overview



- **Affordable Housing** – represents the funding dedicated to Affordable Housing projects by City Council through the one percent increase in the restaurant and meals tax averaging about \$5.6 million per year, and the \$1 million per year for Affordable Housing that the City committed to as part Northern Virginia’s efforts to attract the Amazon HQ2 campus to the Alexandria-Arlington area;
- **Reservation of Bond Capacity/Cash Capital for City/School Facilities** – funding that remains in contingency based on the recommendations from the Ad-Hoc Joint City/School Facilities Investment Task Force.; and
- **CIP Development & Implementation Staff** – funding for City staff that are working directly on implementing capital projects that are charged to the CIP.

Beyond basic capital maintenance issues, the Proposed FY 2021 – FY 2030 CIP reflects a vision for the City’s future. The FY 2021 CIP decision making process included an initial effort to integrate the capital plan with City Council’s guidance, the Strategic Plan and budget guidance, and many of these projects are considered new facilities, or Category 3 projects. Of the \$396.4 million in Category 3 projects, \$180.7 million (from both City and non-City sources) is for new and expanded transportation and transit infrastructure projects, including construction of the Beauregard/West End Transit Corridor (Strategic Theme 10 – Multimodal Transportation).

Other significant Category 3 projects include:

- Funding for capital infrastructure improvements associated with the Waterfront Plan Implementation (\$102.0 million);
- Funding to continue improvements to City athletic fields and conversions to synthetic turf (\$21.4 million); and
- Funding to expand the DASH bus facility and bus fleet (\$25.8 million).

Proposed FY 2021 – FY 2030 Capital Improvement Program Overview



CIP PURPOSE & DEFINITIONS

The adoption of the CIP by the City Council is an indication of its support of both the capital projects that the City intends to pursue, and a plan for the anticipated levels of financing needed to fund these capital projects over the 10-year period.

The adoption of the 10-year CIP is neither a firm commitment to a particular project nor a limitation to a particular cost. As a basic tool for prioritizing and scheduling anticipated capital projects and capital financing, the CIP is a key element in planning and managing future debt service requirements. Only the first year of the CIP (FY 2020) represents a funding commitment for the project to proceed to the next stage, or to be implemented depending on the level of funding provided.

The City defines capital project expenditures (as opposed to an operating expenditure) as:

An expenditure of more than \$10,000 that acquires, expands, repairs, or rehabilitates a physical asset with a useful life of at least three years and typically much longer than three years. These also include technology related expenditures.

It does not include day-to-day maintenance expenditures such as custodial or janitorial services, minor (less than \$10,000) carpentry, minor electrical and plumbing repairs, or repair or routine replacement of fixtures or furniture.

CIP Priorities for FY 2021 – FY 2030

The Proposed FY 2021 – FY 2030 CIP is largely consistent with- and follows the guidelines outlined during the development of the Approved FY 2020 – FY 2029 CIP. These guidelines included:

- Using the previously approved CIP as the “base” for the Proposed FY 2021 – FY 2030 CIP;
- Incorporating City Council guidance and policy directions into the plan;
- Working to align projects with the City’s Strategic Plan and City Manager’s budget priorities;
- Preserving and maintaining the City’s existing physical assets;
- Addressing ACPS capital needs; and
- Addressing Washington Metropolitan Area Transportation Authority (WMATA) capital requests.

Proposed FY 2021 – FY 2030 Capital Improvement Program Overview



Development of Proposed CIP

The development of the Proposed FY 2021 – FY 2030 CIP began in June 2018, with the submission of project funding requests by departments. The Proposed CIP represents a major revision year for the CIP, which follows a biennial development cycle. As such, departments were asked to submit information for all projects that were contemplated in the Approved FY 2020 – FY 2029 CIP, along with any new capital projects to be considered by the City. Submission information include project scope and timing, major project components, and the basis for project cost estimations.

Project submission forms were due in mid-September 2019.

During the fall of 2019, the CIP Steering Committee began meeting to discuss and make recommendations on the development of the CIP. The committee is responsible for recommending the project composition and funding levels of the Proposed CIP to the City Manager. This committee consists of members of the City Manager's Office and the department heads of the most capital project intensive departments in the City. For the FY 2021 – FY 2030 CIP Development process, the committee included department heads from the Department of General Services; Recreation, Parks & Cultural Activities; the Department of Transportation & Environmental Services; the Department of Information Technology Services; the Department of Project Implementation; and the Department of Planning & Zoning. The Steering Committee is chaired by a Deputy City Manager and coordinated through the Office of Management and Budget (OMB).

Additionally, during the fall of 2019, City staff held four CIP worksessions with City Council to provide additional time to deliberate on capital needs and discuss some of the major projects and policy issues facing the City's capital program. These worksessions included a Joint City Council/School Board session to discuss the Schools' capital needs.

The CIP Steering Committee met throughout the fall of 2019 to craft a CIP recommendation for the City Manager and to outline major policy issues facing the CIP. The committee presented its recommendations to the City Manager in January 2020. Subsequently, the City Manager worked with OMB to finalize the project composition and funding levels recommended in the Proposed FY 2021 – FY 2030 CIP for presentation to City Council on February 18, 2020.



Proposed FY 2021 – FY 2030 Capital Improvement Program Overview

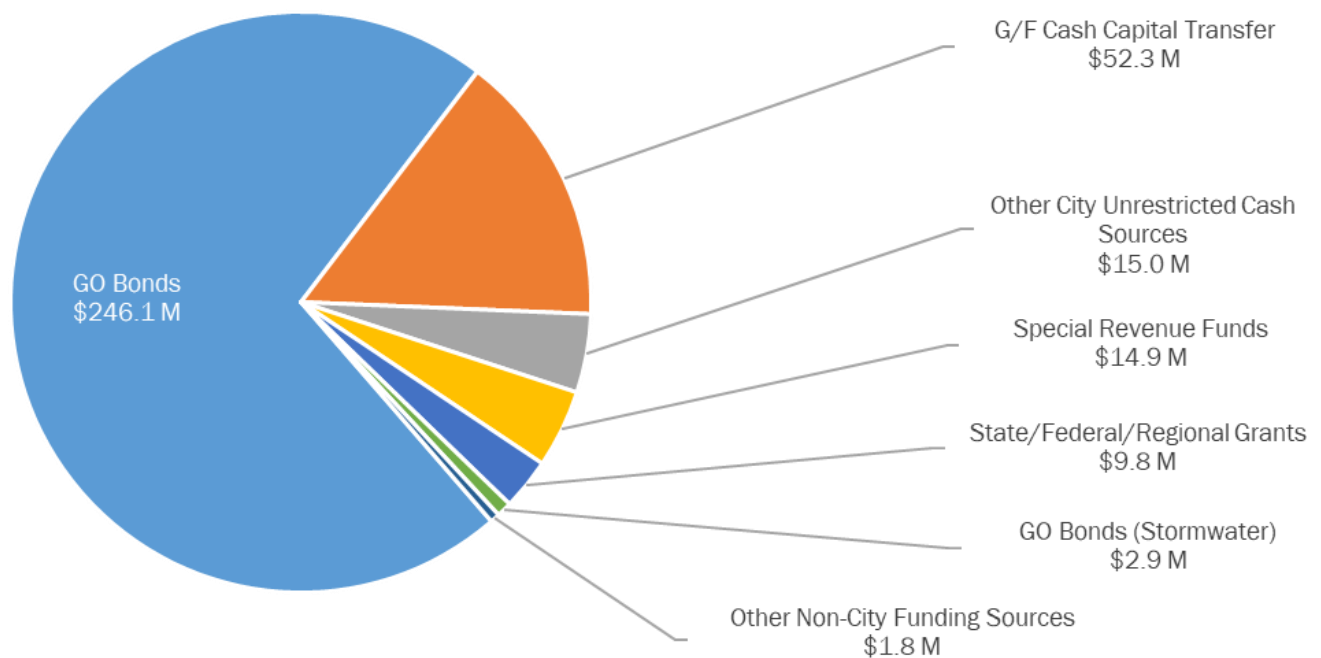
FY 2021 PROPOSED CIP SOURCES AND USES

FY 2021 Capital Year Budget Revenues (Sources)

The total proposed single year CIP for FY 2021 is \$342.7 million; a \$52.7 million increase from FY 2020 in last year's approved CIP, which is largely attributable to the City Manager's proposed full funding of the School Board Approved CIP, which includes significant investments Douglas MacArthur Elementary School and the High School project in FY 2021. **A listing of all revenues included in the FY 2021 – FY 2030 CIP including the FY 2021 Capital Year Budget can be found in the Summary Funding Tables section of the Full CIP Document.**

FY 2021 Capital Budget Revenues

\$342.7 million



Proposed FY 2021 – FY 2030 Capital Improvement Program Overview



Revenue highlights of the Proposed FY 2021 Capital Year Budget expenditures include:

- FY 2021 revenues are split between borrowing (72.7%) and cash sources (27.3%). In municipal finance, there are no generally recognized specific mathematical benchmarks for cash capital funding. In general having an overall CIP which is 25% cash capital from all cash sources over time is considered very healthy.
- The General Fund Cash Capital Transfer amount is \$48.0 million, or 6.0% of General Fund Expenditures. In January 2015, City Council set a target of 2.5%, and a minimum of 2.0% (which would have been equal to \$15.2 million). This includes the proposed 2-cent increase in the real estate tax rate necessary to support School and City capital programs.
- The Proposed CIP continues to reflect the one percent increase in the restaurant and meals tax that was approved by City Council beginning in FY 2019 and was dedicated to investments in Affordable Housing. This dedication totals \$5.1 million in FY 2021.
- The Proposed FY 2021 CIP includes \$2.6 in revenue from the Stormwater Utility fee in FY 2020 and \$2.9 million in GO Bonds, backed by Stormwater Utility fee revenue.
- Non-City revenues sources, including Comcast revenues, State/Federal grants and Northern Virginia Transportation Authority (NVTA) revenues total \$11.6 million.

Proposed FY 2021 – FY 2030 Capital Improvement Program Overview

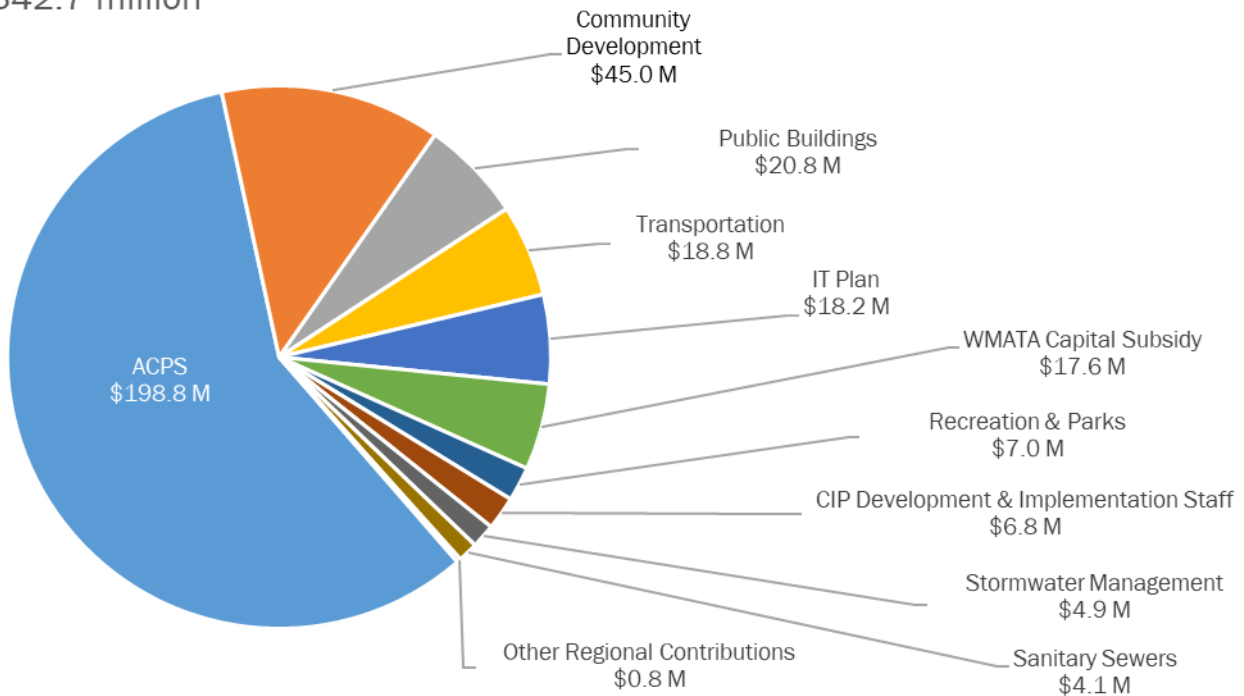


FY 2021 Capital Year Budget Expenditures (Uses)

The total proposed single year CIP for FY 2021 is \$342.7 million; a \$52.7 million increase from FY 2020 in last year's approved CIP, which is largely attributable to the City Manager's proposed full funding of the School Board Approved CIP, which includes significant investments Douglas MacArthur Elementary School and the High School project in FY 2021. FY 2021 is the only year of the 10-year CIP that is formally appropriated at this time as part of the budget by City Council. **A listing of all projects included in the FY 2021 – FY 2030 CIP including the FY 2021 Capital Year Budget can be found in the Summary Expenditure Tables section of the full CIP document.** The chart below and the narrative below detail only FY 2021 Capital Year Budget highlights by CIP document section.

FY 2021 Capital Budget Expenditures

\$342.7 million



Project highlights of the Proposed FY 2021 Capital Year Budget expenditures include:

- **Alexandria City Public Schools (\$198.8 million FY 2021 Capital Year Budget)**
 - The Proposed FY 2021 – FY 2030 CIP includes funding for 100% of the School Board's 10-year \$530.7 million request. For FY 2021 the Proposed CIP reflects funding for all ACPS identified capacity and non-capacity needs. Both the City's approved 10-year CIP and the School Board's approved 10-year CIP continue to reflect the recommendations of the Ad Hoc Joint City/Schools Joint Facilities Task Force.

Proposed FY 2021 – FY 2030 Capital Improvement Program Overview



- **Transportation (\$36.4 million FY 2020 Capital Year Budget)**
 - \$17.6 million to support the WMATA Capital Improvement Program. This funding level reflects the impact of legislation passed by the Virginia General Assembly in 2018 to provide a dedicated funding stream for WMATA’s capital improvement needs.
 - \$5.5 million for Street Reconstruction and Resurfacing. This includes an additional \$0.9 million of City funds to replace unrealized state revenue sharing funds in FY 2021. Resurfacing of lane miles will increase from an estimated 22 miles resurfaced in FY 2014, to over 55 miles resurfaced in FY 2021.
 - \$7.5 million for bridge repairs and refurbishments. This includes \$1.4 million in repairs identified by the long-term bridge maintenance plan and assessment recently completed by the City, and \$6.0 million for the anticipated joint Alexandria-Arlington Four Mile Run Bridge Program agreement, which is contingency upon the two neighboring jurisdiction enter into a cost sharing agreement for the repair and replacement of the five-bridge inventory connecting the two jurisdictions over Four Mile Run.
- **Recreation and Parks (\$7.8 million FY 2021 Capital Year Budget)**
 - \$2.0 million for recreation programming space contemplated as part of the rebuild of the Douglas MacArthur Elementary School
 - \$0.8 million for repairs identified by the facilities condition assessment conducted at Chinquapin Recreation Center
 - \$0.3 million for the renovation and maintenance of trees planted along City Streets, in parks, and on school grounds and other public properties
- **Public Buildings (\$20.0 million FY 2021 Capital Year Budget)**
 - \$13.8 million for identified maintenance and repair projects, as part of the City’s Capital Facilities Maintenance Programs (CFMPs)
 - \$2.0 million for critical upgrades and renovations to the Alexandria Courthouse
 - \$1.5 million to conduct high priority repairs to City Hall and continue planning for the City Hall Renovation project
- **Information Technology Plan (\$18.2 million FY 2021 Capital Year Budget)**
 - \$7.6 million in investments in Public Safety Systems, including upgrades to the City’s Computer Aided Dispatch (CAD) system, and replacement of the City’s Parking Citation System
 - \$6.6 million to invest in the City’s court records system (AJIS)
 - \$8.0 million is budgeted to maintain the City’s IT infrastructure, with \$1.7 million of those costs offset by Comcast revenue earmarked for network infrastructure improvements.

Proposed FY 2021 – FY 2030 Capital Improvement Program Overview



- **Sanitary Sewers (\$4.1 million for FY 2021 Capital Year Budget)**
 - FY 2021 funding maintains the portions of the Sanitary Sewer system under the City's responsibility, along with supporting AlexRenew's efforts to construct the mitigation projects. In 2018, the City entered into an agreement with Alexandria Renew Enterprises (AlexRenew) to transfer ownership of the Combined Sewer Outfalls (CSOs), along with responsibility for constructing and financing infrastructure to mitigate CSO overflows.
- **Stormwater Management (\$4.9 million FY 2021 Capital Year Budget)**
 - \$0.5 million to continue Stream & Channel Maintenance projects
 - \$0.8 million to maintain and repair existing Stormwater Management assets
- **Community Development (\$45.0 million FY 2021 Capital Year Budget)**
 - \$9.6 million for investments in Affordable Housing. This includes \$5.1 million in funding from the restaurant and meals tax dedication approved by City Council in 2018, along with an additional \$1 million committed to Affordable Housing by the City as part of the region's efforts to attract the Amazon HQ2 campus to Northern Virginia. Additionally, this includes \$3.5 million to refund a bridge loan from fund balance approved by City Council in 2019, which allowed the City to partner with state and regional partners to purchase the Avana apartment complex.
 - \$30.5 million to advance work on flood mitigation along the City's Waterfront, and begin to pursue a progressive Design-Build delivery method.
- **Other Regional Contributions (\$0.8 million FY 2021 Capital Year Budget)**
 - \$0.43 million in capital improvements for the Northern Virginia Regional Parks Authority (NVRPA) and \$0.36 million in capital improvements at the Northern Virginia Community College (NVCC) are included in the Proposed CIP.

Proposed FY 2021 – FY 2030 Capital Improvement Program Overview



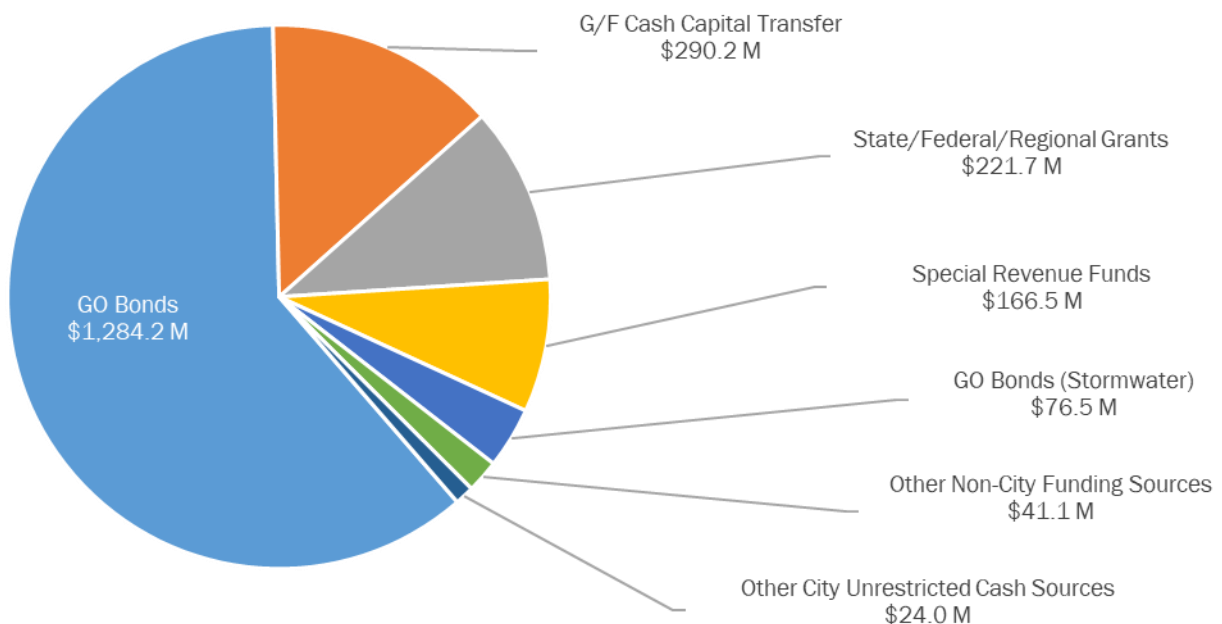
FY 2021 – FY 2030 PROPOSED CIP SOURCES AND USES

FY 2021 – FY 2030 Capital Improvement Program – Ten-Year Sources and Uses Overview

The total Proposed CIP for FY 2021 – FY 2030 is \$2.10 billion, a \$486.4 million increase from last year's approved CIP. This represents 30.1% increase over last year's plan, which is attributable to the substantial revisions that occurred during the development of the Proposed FY 2021 – FY 2030 CIP. This included consideration of new capital projects, revised scopes and timing of existing capital projects, and significant recosting of capital projects to account for changes in the regional construction, materials, and labor cost increases. **A listing of all funding sources included in the FY 2021 – FY 2030 CIP can be found in the Summary Funding Tables section of the full CIP document.** The narrative below provides only highlights of the 10-year plan revenues and expenditures.

FY 2021 - FY 2030 CIP Revenues

\$2.10 billion



Proposed FY 2021 – FY 2030 Capital Improvement Program Overview



FY 2021 – FY 2030 CIP Revenue (Sources) highlights include:

- Continued use of Northern Virginia Transportation Authority (NVTA) for both regional (Transit Corridor “C” – West End Transitway) and local (DASH bus replacements) projects. A total of \$31.2 million is budgeted from NVTA sources in the FY 2020 – FY 2029 Approved CIP.
- The General Fund Cash Capital Transfer is above the City Council approved target of 2.5% of General Fund expenditures annually, averaging 3.2% over the ten-year plan. The percentage as it relates to total General Fund expenditures in FY 2021 is 6.0%.
- The Proposed CIP reflects the one percent dedication of the restaurant meals tax to investments in Affordable Housing. This dedication, along with additional committed funds, totals \$69.3 million over the 10-year plan.
- Private development contributions supporting capital infrastructure projects throughout the City totals \$37.4 million.
- Stormwater Utility Fees will provide an estimated \$25.5 million in funding for the Proposed CIP and an additional \$76.5 million in utility fee backed GO Bonds.
- State and federal grant sources provide \$190.6 million over the 10-year plan to support investments in the City’s transportation infrastructure, including improvements to streets, bridges, and intersections (\$14.1 million), public transit (\$67.6 million), and the City’s Smart Mobility Program (\$15.2 million).

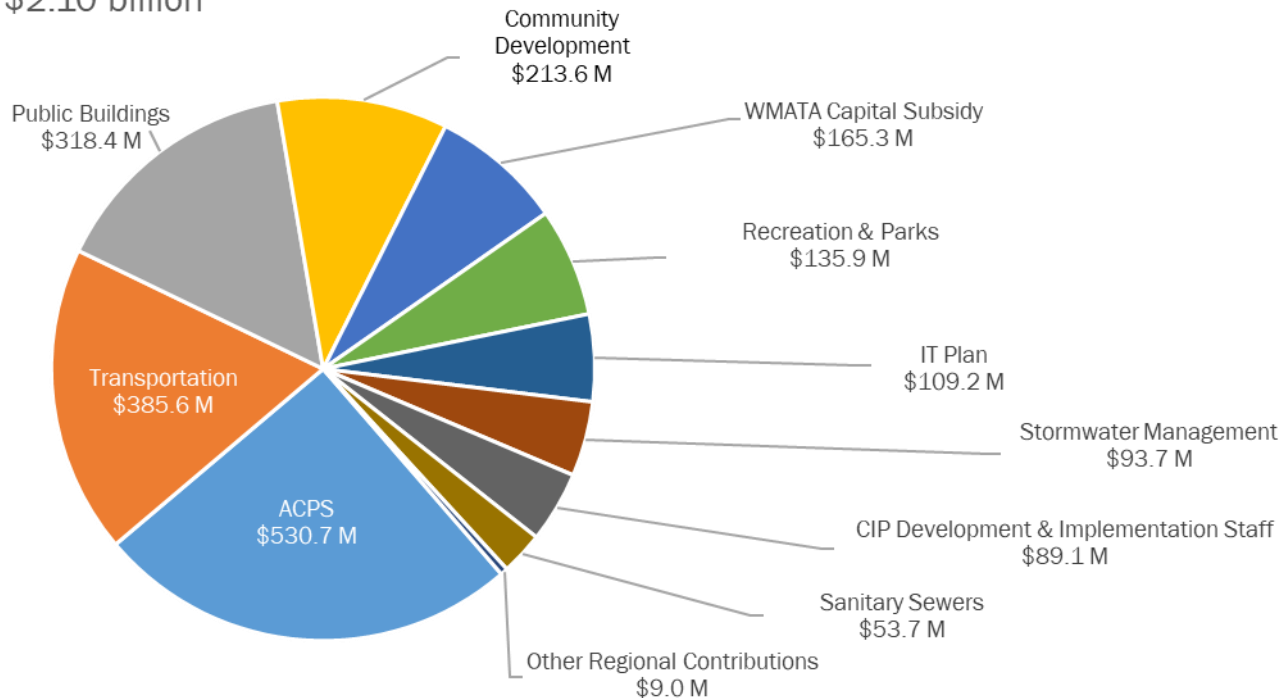
Proposed FY 2021 – FY 2030 Capital Improvement Program Overview



FY 2021 – FY 2030 CIP Project (Uses) highlights include:

FY 2021 - FY 2030 CIP Expenditures

\$2.10 billion



- The School Board's Approved FY 2021 – FY 2030 CIP is fully funded in the City Manager's Proposed CIP (\$530.7 million)
- The Proposed CIP includes \$233.5 million to fund the City's Capital Facility Maintenance Programs (CFMPs) and other major renovations (i.e. City Hall).
- Stormwater funding totals \$93.7 million to begin to address long-term capital infrastructure needs related to state and federally mandated improvements.
- Funding to begin implementation of the Waterfront Plan and to construct flood mitigation infrastructure, totaling \$102.0 million, which will allow the City the flexibility to pursue a progressive design-build delivery method for the project. Although this represents a significant increase in the anticipated funding over last year's Approved CIP, it is likely that the funding for this project will need to be revisited as scope and design are refined further.
- Funding to begin implementation of the Transit Corridor "C" – West End Transitway totals \$69.4 million in the ten year plan.
- Funding to continue the City's Street Reconstruction and Repaving program totals \$58.4 million over the ten year plan.
- DASH Bus Fleet Replacements total \$80.2 million over the ten-year plan, which will allow DASH to begin electrification of the bus fleet.
- WMATA capital funding totaling \$165.3 million. This capital support includes the City's local match required as part of the recently enacted State dedicated funding. This amount does not include the planned use of NVTC proceeds from State and gas tax funding which the City will use to offset some of the capital costs.



Proposed FY 2021 – FY 2030 Capital Improvement Program Overview

DEBT RATIOS, CASH CAPITAL, & DEBT SERVICE

The Proposed FY 2021 – FY 2030 Capital Improvement Program assumes borrowing in the amount of \$1.36 billion to fund the capital infrastructure needs identified throughout this document. Included in that amount are \$76.5 million in bonds for Stormwater Management projects backed by the Stormwater Utility. A total of \$1.28 billion in bonds are planned over the ten years for other City projects, including Alexandria City Public Schools capital infrastructure needs (borrowing comprises \$467.3 million of future ACPs capital costs in the ten-year plan, primarily associated with school capacity projects).

While the ten-year CIP includes additional borrowing, the plan also assumes the re-payment of \$794.8 million in principal payments on prior year and planned bond issuances. Of this \$794.8 million in principal payments, \$43.5 million will be paid through Sanitary Sewer fees, Stormwater Utility fees, and the Potomac Yard generated tax revenues. The debt service on the remaining bonds is paid back through the City's General Fund. This amount of debt planned is consistent with debt ratios that support the City's hard-earned AAA/Aaa bond ratings. Additional borrowing will impact the annual operating budget through increased debt service payments.

City Council Approved Debt Ratios

City Council passed a set of debt-related financial policies on June 9, 1987. During FY 1998, the Budget and Fiscal Affairs Advisory Committee (BFAAC), a City Council appointed citizen committee, analyzed these debt-related financial policies, and examined the City's financial condition in comparison to other jurisdictions with superior credit ratings (other double-triple A rated jurisdictions). The BFAAC and the City Manager recommended that City Council reaffirm the updated debt-related financial policies, incorporating BFAAC's recommended updates to the policies to establish a consistent set of appropriate relationships between debt targets and limits.

City Council reaffirmed its commitment to sound financial management and adopted the updated debt-related financial policies on December 9, 1997. City Council amended the policies on October 26, 1999, to allow priority consideration for an increase in the assignment of fund balance for capital project funding. On June 24, 2008, City Council adopted the City Manager's recommendation, endorsed by BFAAC, to revise the target and limit upward, reflecting the ratio of debt as a percentage of total personal income.

As part of the FY 2018 – FY 2027 CIP, City Council approved modifications to the City's Adopted Debt Ratios, endorsed by BFAAC, that (1) accommodate the City's current capital needs, (2) give the City the flexibility to meet future/unanticipated capital needs, and (3) maintain a fiscally moderate position for the City that is in line with regional comparators and what bond rating agencies would view as acceptable. The changes outlined as follows will continue to support the City's status as an AAA/Aaa bond rated jurisdiction.



Proposed FY 2021 – FY 2030 Capital Improvement Program Overview

Debt Ratio	Previous Ratios			City Council Changes Adopted as Part of Approved FY 2018 - FY 2027 CIP		
	Target	Limit	Exemptions	Target	Limit	Exemptions
Debt as a Percentage of Fair Market Real Property Value	1.10%	1.60%	Sanitary Sewer Debt	Set by CIP	2.50%	Sanitary Sewer & Stormwater Debt
Debt as a Percentage of Total Personal Income	3.20%	4.50%	Sanitary Sewer Debt	DELETED AS A MEASURE		
Debt Service as a Percentage of General Government Expenditures	8.00%	10.00%	Sanitary Sewer Debt	Set by CIP	12.00%	Sanitary Sewer & Stormwater Debt
10-Year Debt Payout Ratio	NOT A PRIOR MEASURE			65.00%	50.00%	Debt Issuances Specific to Assets with a 20+ year Useful Life

Staff recommended changes to the Debt as a Percentage of Real Property Value and Debt Service as a Percentage of General Government Expenditures policies after comparing the City's current policy and forecasted capital needs to the adopted policies and actual practices of relevant comparator jurisdictions. The ratios' limits were adjusted to a level that was sufficient to address anticipated future needs, provide additional capacity for unanticipated needs, remain compatible with each other, and avoid another adjustment in the near future, while being considered reasonable by the rating agencies. The methodology for selection of the proposed rate included review by the City's financial advisors.

The establishment of a 10-Year Debt Payout Ratio target of 50% formalizes the City's current practice of structuring debt with level principal payments. Highly-rated jurisdictions such as the City of Alexandria often structure debt using level principal payments.

Each year of the 10-year plan stays within these approved limits for the Debt as a Percentage of Fair Market Real Property Value, Debt Service as a Percentage of General Government Expenditures, and the 10-Year Debt Payout ratios.

Planned FY 2021 Borrowing

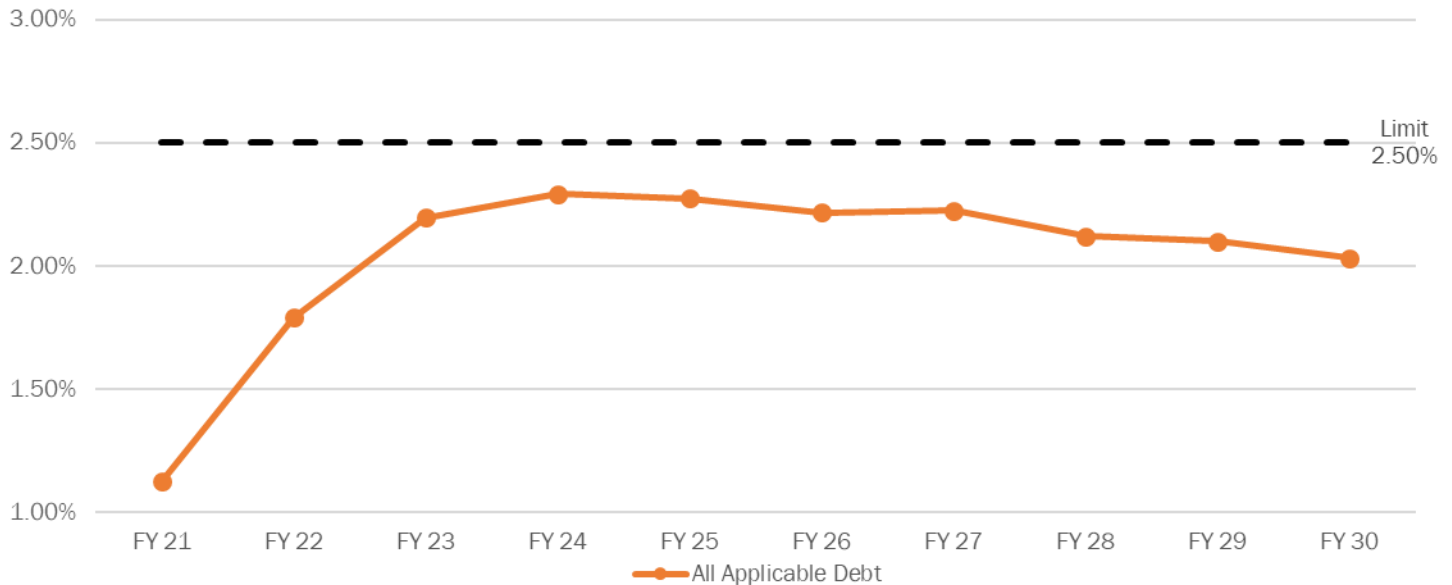
The Proposed FY 2021 Capital Budget identifies the use of \$249.0 million in borrowing to support critical investments in City facilities, School Facilities, and transportation and environmental infrastructure. Based on staff's analysis of the projected cash flow of existing on-going projects and the planned projects scheduled to begin in FY 2021, and because of on hand available bond balances, the City will not schedule issuing the bonds contemplated to fund FY 2021 capital projects until FY 2022. As such, the debt ratio projections on the following pages and the debt service expenditures included in the Proposed Operating Budget reflect this planned borrowing schedule.



Proposed FY 2021 – FY 2030 Capital Improvement Program Overview

Debt as a Percentage of Fair Market Real Property Value

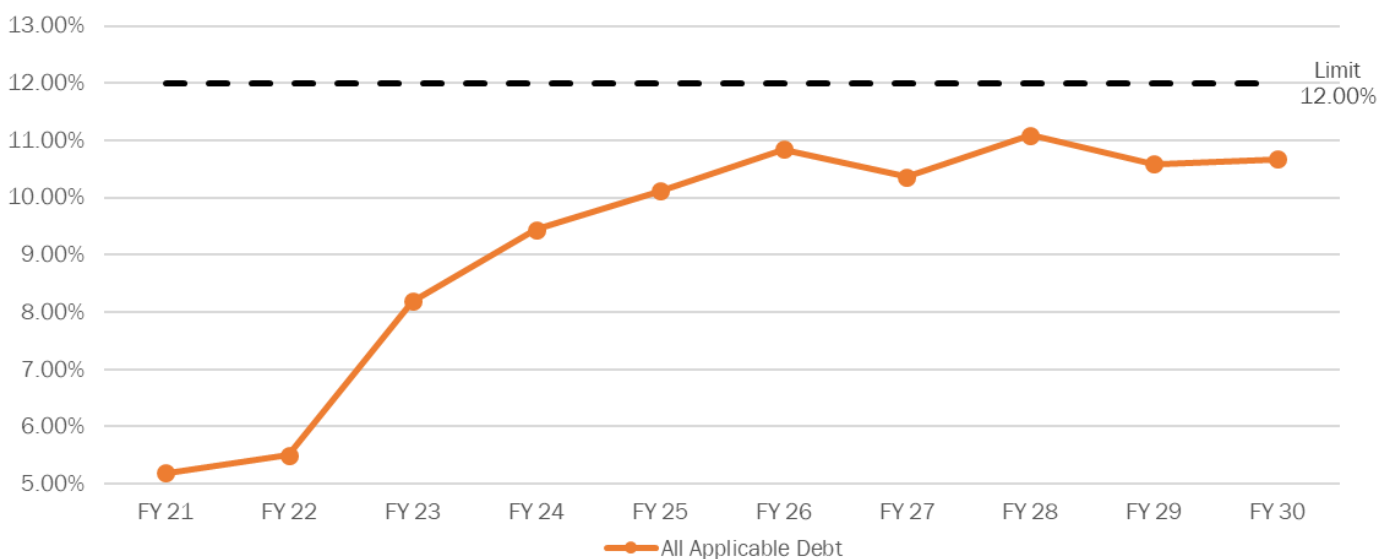
Limit = 2.50 percent; FY 2021 = 1.12 percent



This ratio indicates the relationship between the City's debt and the full value of real property in the City as assessed annually at fair market value. It is an important indicator of the City's ability to repay debt because real property taxes are the primary source of the City's revenues used to repay debt. A small ratio is an indication that the City will be better able to withstand possible future economic downturns and continue to meet its debt obligations. The City will be in compliance with this debt ratio for all 10 years of the plan.

Debt Service as a Percentage of General Government Expenditures

Limit = 12.0 percent; FY 2021 = 5.19 percent



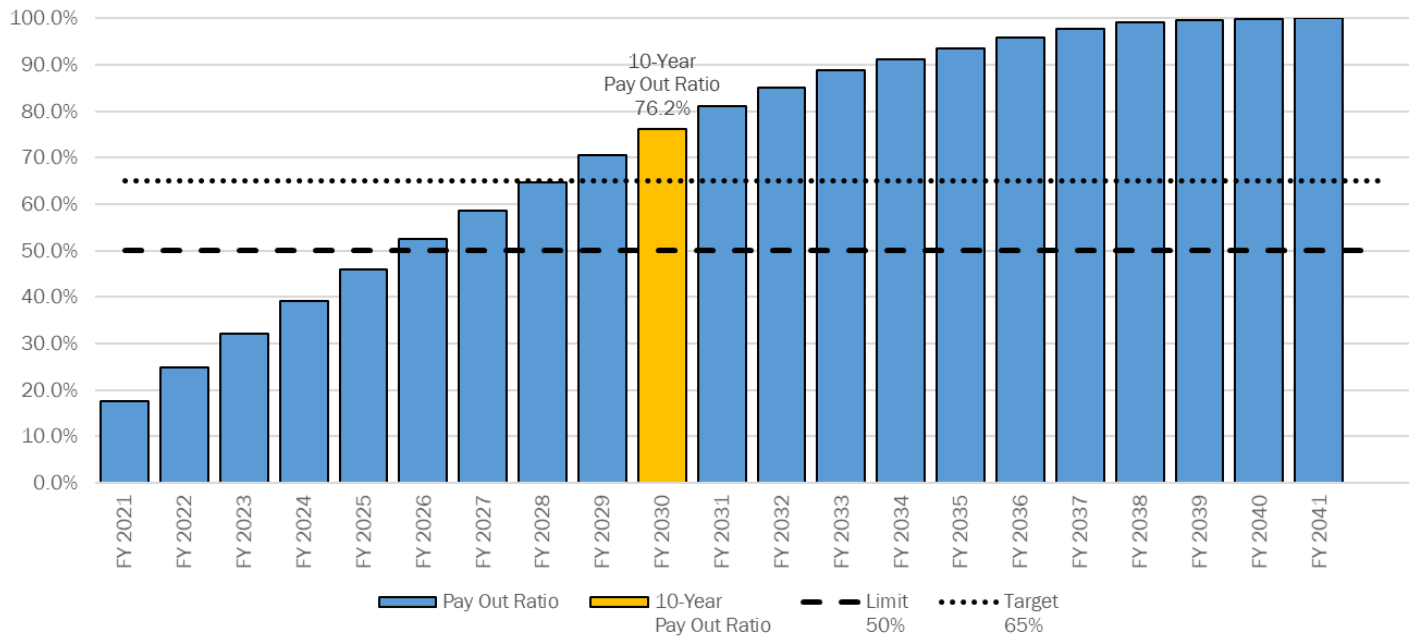
Proposed FY 2021 – FY 2030 Capital Improvement Program Overview



This ratio is a measure of the City's ability to repay debt without hampering other City services. A small ratio indicates a lesser burden on the City's operating budget. The City will be in compliance with this debt ratio for all 10 years.

10-Year Debt Payout Ratio

Limit = 50.0 percent; Target = 65.0 percent; FY 2021 = 76.2 percent



This ratio compares how much debt is structured to be paid off in a given period of time. A more aggressive repayment structure results in a higher ratio. The speed of the repayment of outstanding debt is one of the areas in which local governments are evaluated by the bond rating agencies. A payout ratio at or greater than 50 percent is typically viewed favorably and as best practice for municipal debt management.

Proposed FY 2021 – FY 2030 Capital Improvement Program Overview



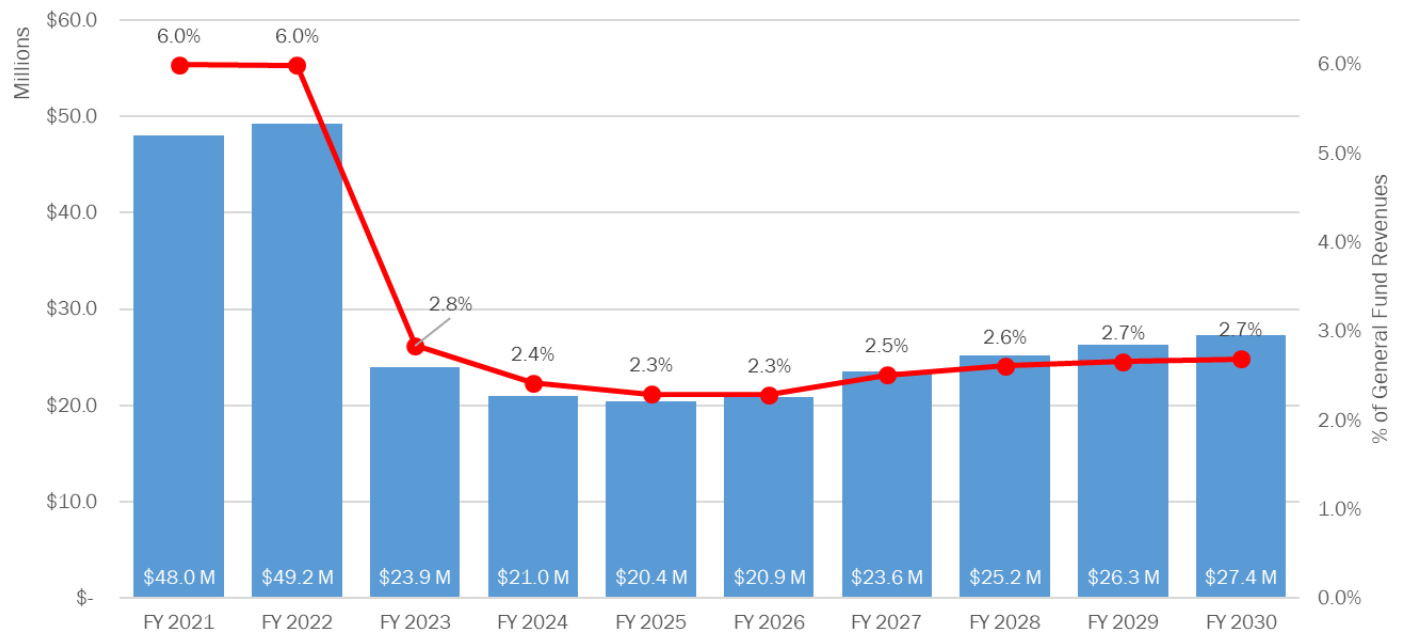
General Fund Cash Capital Transfer

City Council adopted, in January 2015, a General Fund Cash Capital Transfer target of 2.5% and a “floor” of 2.0% of General Fund expenditures to support the CIP. Providing a minimum and a target helps ensure that cash capital will be maintained at a healthy level, while maintaining flexibility in setting budget priorities between the annual General Fund Operating Budget and annual cash capital transfer from the General Fund to the CIP.

This cash capital policy provides City staff the flexibility to develop sustainable and affordable General Fund support to the CIP through debt service paid on General Obligation Bonds and a recurring cash capital transfer supporting City Council capital infrastructure priorities in the ten-year CIP. Furthermore, this policy ties the cash capital closely to the General Fund, and allow cash capital to grow or decrease proportionally with the General Fund, while still providing the necessary resources to maintain the City's capital infrastructure. The proposed 10-year CIP reflects a cash capital transfer equal to 3.2% of General Fund expenditures.

The chart below details the planned level of the General Fund Cash Capital Transfer in each year of the CIP along with the percentage of estimated General Fund expenditures comprised by the General Fund Cash Capital Transfer. The General Fund Cash Capital Transfer represents 39.0% of all cash sources used to finance the ten-year plan.

General Fund Cash Capital Transfer - Proposed FY 2021 - 2030





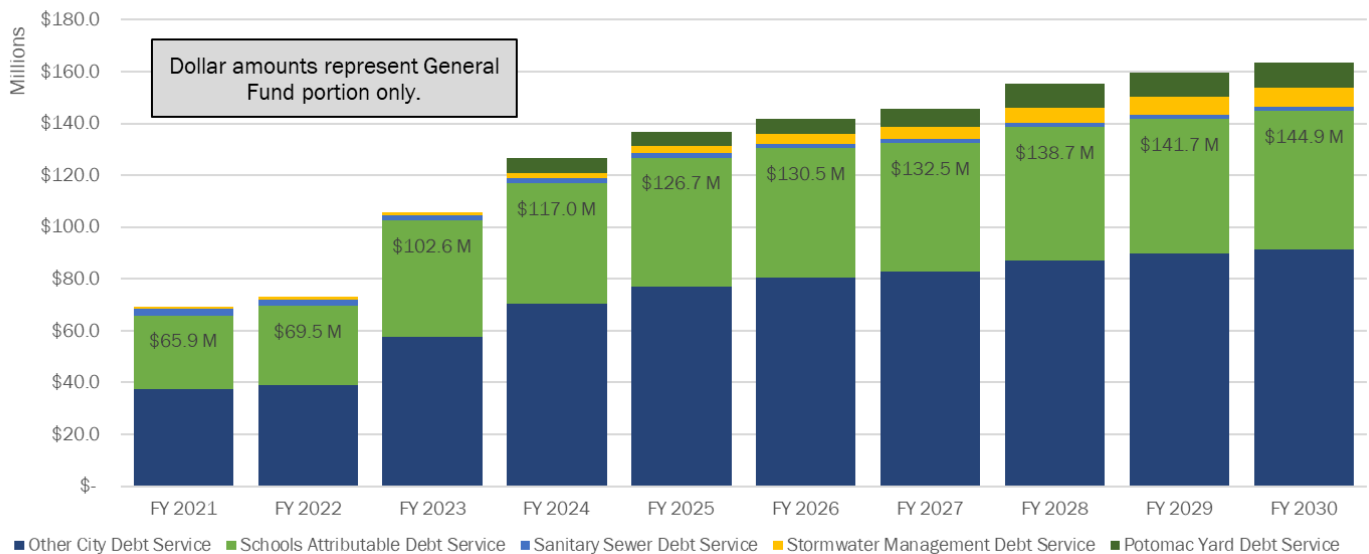
Proposed FY 2021 – FY 2030 Capital Improvement Program Overview

Debt Service

While the City stays within fiscally prudent debt guidelines for General Fund supported projects, debt service payments will continue to grow in order to fund the debt service on previously issued and planned debt issuances. As debt service continues to grow (as evidenced in the chart below), and City revenues continue to experience minimal to moderate growth, the City will be facing a tax rate versus a capital/operating funding set of decisions. The chart below provides details on the projected debt service payments for both existing debt (issued through FY 2019) and planned debt (FY 2020 through FY 2029).

Debt service is broken down into five categories – Other City Debt Service, Schools Attributable Debt Service, Sanitary Sewer Debt Service, Stormwater Management Debt Service, and Potomac Yard Debt Service (which is paid for by Potomac Yard generated tax and developer revenues). In FY 2021, \$69.4 million is estimated for debt service payments, which is level with last year's budgeted debt service payments. Of the \$69.4 million total, \$3.6 million will be paid from the Sanitary Sewer Fund and the Stormwater Utility enterprise funds.

FY 2021 - 2030 Debt Service Attribution



Debt Service (\$ in millions)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
General Fund Supported Debt Service	\$65.9	\$69.5	\$102.6	\$117.0	\$126.7	\$130.5	\$132.5	\$138.7	\$141.7	\$144.9
Potomac Yard Debt Service	\$0.0	\$0.0	\$0.0	\$5.7	\$5.7	\$5.7	\$6.8	\$9.3	\$9.5	\$9.6
Sanitary Sewer Debt Service	\$2.7	\$2.5	\$1.8	\$2.0	\$1.7	\$1.5	\$1.4	\$1.4	\$1.6	\$1.5
Stormwater Management Debt Service	\$0.9	\$1.0	\$1.3	\$1.9	\$2.8	\$4.1	\$4.8	\$5.8	\$7.0	\$7.5
Total Debt Service	\$69.4	\$73.1	\$105.7	\$126.6	\$136.9	\$141.7	\$145.6	\$155.2	\$159.8	\$163.5
Total \$ Change Over Prior Year		\$3.7	\$32.6	\$20.9	\$10.3	\$4.8	\$3.9	\$9.6	\$4.6	\$3.7
Total % Change Over Prior Year		5.3%	44.6%	19.8%	8.1%	3.5%	2.8%	6.6%	3.0%	2.3%



Proposed FY 2021 – FY 2030 Capital Improvement Program Overview

GENERAL FUND SUPPORT OF CAPITAL PROGRAM

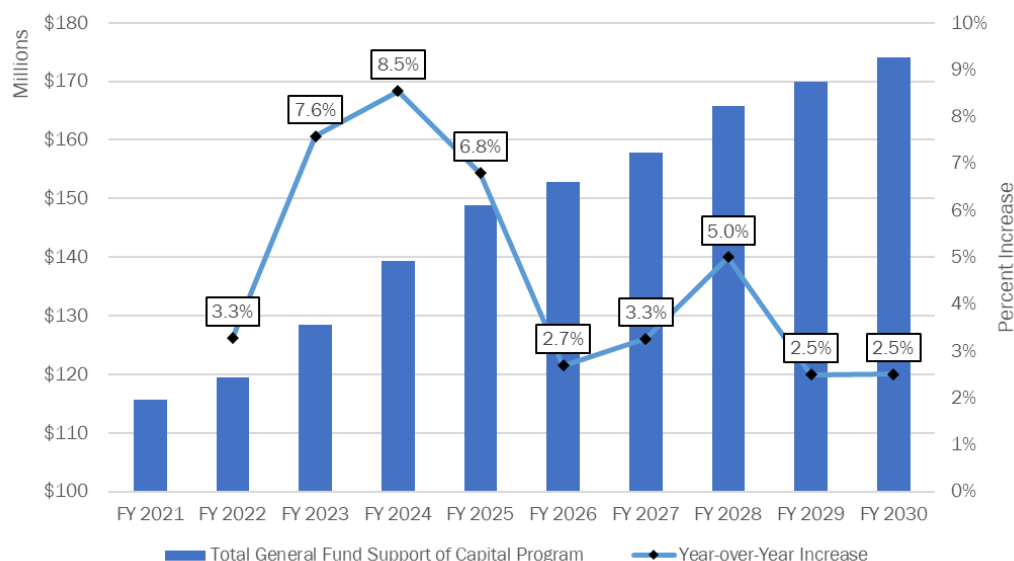
The Proposed FY 2021 – FY 2030 CIP represents a major revision of the existing capital program and a significant increase in commitment to investing in the City and School's capital needs. This results in a total Proposed CIP for FY 2021 – FY 2030 of \$2.10 billion, a \$486.4 million (+30.1%) increase from last year's approved CIP. This includes funding for 100% of the School Board Approved FY 2021 – FY 2030 CIP, which represents a large portion of this required general fund support. Of the City unrestricted funding sources in the CIP (general fund cash capital and general obligation bonds), the Schools Capital Program will use 33% of identified sources. Additionally, the School Board Approved FY 2021 – FY 2030 CIP is frontloaded, with \$282.6 million out of \$530.7 million in planned expenditures occurring in the first two years of their CIP. This early and large allocation of CIP sources will require the use of borrowing and creates a substantial amount of pressure on the City's general fund through increases in debt service.

Although the City continues to pursue a diversified funding stream for the CIP, including \$262.8 million in Non-City funds in the proposed 10 year plan, financing the capital program will a significant investment of both cash capital from- and borrowing serviced by the City's general fund. The Proposed CIP contemplates a use of direct cash capital and borrowing (and the debt service that this requires) that will result in \$1.47 billion of general fund operating budget expenditures over the course of the 10 year plan.

In addition to the 5 cent increase in the real estate tax rate approved in the FY 2017 and FY 2018 budgets for capital investment, the Proposed CIP includes a 2-cent tax rate increase to support the CIP, specifically as it relates to the School's capital program and the near-term debt service pressure caused by the frontloading of the High School project and the rebuild of the Douglas MacArthur Elementary School. Additional tax rate increases, or significant reductions in the general fund operating budget, will be necessary in FY 2023 and FY 2025 to continue to support the increased investments in School Capital needs.

The Proposed CIP includes smoothing of the general fund operating budget support of the capital program by converting portions of the general fund cash capital included in previously approved CIPs into debt service. The chart below illustrates in the smoothed increases in general fund operating budget support necessary for the \$2.10 billion Proposed CIP; the year-over-year average increase is 4.7%.

General Fund Operating Budget Support of Capital Program



Proposed FY 2021 – FY 2030 Capital Improvement Program Overview



ADDITIONAL OPERATING IMPACT

In addition to the General Fund impacts of both the Cash Capital transfer and debt service payments, the CIP also has operating impacts based on the actual projects implemented. These costs can be as simple as additional operating funding to maintain a new park, to additional staffing required to operate a new Computer Aided Dispatch System, to utility costs associated with opening a new City facility.

As part of the Proposed FY 2021 – FY 2030 CIP, an additional operating analysis was performed for each project and impacts are noted on each individual project page of the Capital Improvement Program document. While not all impacts will be charged against the General Fund, the estimated operating impact could be as much as \$19.8 million in additional resources needed in FY 2030 as a result of City capital projects (excluding the operating impacts of ACPS capital projects). The chart below indicates a significant increase in operating impacts between FY 2022 and FY 2026, which is largely driven by the anticipated operating cost increase of DASH service expansion provided by grant-funded bus fleet expansion, and the opening of the Potomac Yard Metrorail Station, which will impact the City's operating subsidy paid to WMATA.

In some cases, these additional increases noted may be offset with new revenues or transitioning from shifting priorities or changing business practices within the City. Additional operating impacts are updated annually, and are refined as the project moves closer to the current capital year budget. The chart below indicates the additional operating impact by fiscal year.

FY 2021 - FY 2030 CIP Annual Operating Impact (All Funds)

